

CONGRATULATING DETROIT AND ITS RESIDENTS ON THE TRICENTENNIAL OF THE CITY'S FOUNDING

SPEECH OF

HON. JOHN D. DINGELL

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Tuesday, May 22, 2001

Mr. DINGELL. Mr. Speaker, I rise today in support of H. Con. Res. 80, a concurrent resolution congratulating the city of Detroit and its residents on the 300th anniversary of its founding. Detroit has a proud history and has played an important role in the development of the United States. I am pleased that I, and my father before me, have had the opportunity to represent Detroit and the Detroit area for many years.

Detroit was founded in 1701 by French explorer Antoine de La Mothe Cadillac and originally called Ville d'Étoit which means "city of the strait." Detroit is the oldest major city in the Midwest, older than Cleveland, Cincinnati, Chicago, and Minneapolis.

Most Americans know Detroit as the automobile capital of the world. However, it has a storied past and has done more than just put the world on wheels. Detroit was the last station before Canada on the Underground Railroad. It was also an important battleground in the fight for organized labor and is still home to several unions including the United Auto Workers.

Detroit was named "Arsenal of Democracy" for its contributions to the U.S. war efforts during World Wars I and II. It has played an integral role in developing jazz, rhythm and blues, and the Motown Sound. Additionally, it continues to be an important gateway to Canada.

Throughout its history, Detroit has been the focal point for many other important developments. The mile-long Detroit-Windsor tunnel under the Detroit River was the first automobile traffic tunnel built between two nations. It was in Detroit that Elijah McCoy invented the first practical automatic lubricating cup for trains resulting in the phrase "the real McCoy." You may be interested to know that the "sippy cup," a must have for parents with small children, also was invented in Detroit by Edward Olsen.

Detroit has faced many challenges in its history, from the fire of 1805 that destroyed all but one of its 200 structures to its push to move from an economy dependent on heavy manufacturing to one that is more diverse and focused on the advanced technologies of the future. Detroit has overcome many difficulties and has prospered.

Mr. Speaker, Detroit is the tenth largest U.S. city. It is a metropolis that is vibrant, diverse, and of a world-class caliber. Accordingly, I congratulate its residents on the 300th anniversary of its founding.

INTRODUCTION OF H.R. 1953, THE "RANCHO CORRAL DE TIERRA GGNRA BOUNDARY ADJUSTMENT ACT OF 2001"

HON. TOM LANTOS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 23, 2001

Mr. LANTOS. Mr. Speaker, with the introduction of H.R. 1953, the "Rancho Corral de Tierra Golden Gate National Recreation Area Boundary Adjustment Act of 2001" today we have an incredible opportunity to add over 5,000 acres of pristine natural land to the Golden Gate National Recreation Area (GGNRA), one of our nation's most visited national parks. Furthermore, we have a unique opportunity to do this through a public-private partnership.

The Rancho Corral de Tierra addition to the GGNRA includes one of the largest undeveloped parcels on the San Mateo coast south of San Francisco, and it contains rugged land that is unparalleled in other areas of the park. These lands consist of some of the last undeveloped acreage adjacent to existing parkland in the Bay Area. Permanent protection of these open spaces will protect and preserve unique coastal habitats of threatened, rare and endangered plant and animal species, curb future disruptive development along the coast, and provide important scenic and recreation opportunities for Bay Area residents and visitors to our area.

Mr. Speaker, I urge my colleagues to join me in seizing this unique, exciting and significant opportunity for a public-private-partnership to preserve open space by supporting the adoption of H.R. 1953. Similar legislation is being introduced today in the Senate by Senator DIANNE FEINSTEIN and Senator BARBARA BOXER. The "Rancho Corral de Tierra Golden Gate National Recreation Area Boundary Adjustment Act of 2001" has the support of the entire Bay Area Congressional Delegation. Joining me as co-sponsors of this legislation are my distinguished colleagues ANNA ESHOO, NANCY PELOSI, GEORGE MILLER, LYNN WOOLSEY, ELLEN TAUSCHER, PETE STARK, MIKE THOMPSON, BARBARA LEE, MIKE HONDA, and ZOE LOFGREN.

H.R. 1953 will add three new areas to the GGNRA. These lands are critically situated between existing parkland and would connect national parklands with State parkland and San Mateo County parklands. Adding these lands to park areas in the City of Pacifica would help round out the uneven boundary along the Pacific coast and create a logical and appropriate entrance to the GGNRA for visitors from the south. The lands will also provide important regional trail links between the existing parklands, and would link the congressionally-mandated Bay Area Ridge Trail with the California Coastal Trail. The lands would also provide a wildlife corridor for the diverse array of wildlife that inhabit Montara Mountain.

Mr. Speaker, the largest parcel of land included in this bill is comprised of 4,262 acres, and it is known as the Rancho Corral de Tierra. This parcel shares three miles of boundary with the GGNRA as well as with a California state park and a San Mateo County park. Its relatively untouched upper elevations preserve habitat for several threatened and endangered

plant and animal species. This property also contains four important coastal watersheds, which provide riparian corridors for steel head trout, coho salmon and other aquatic species.

When the owner of Rancho Corral de Tierra recently put this property on the market the Peninsula Open Space Trust (POST) negotiated to purchase the property. POST acquired the site for \$29.75 million to save the site from development, to preserve this important natural area, and to donate, through private contributions, a substantial amount for the federal acquisition of Rancho Corral de Tierra.

Mr. Speaker, POST is a local land conservancy trust in the San Francisco Bay Area. It has a remarkable track record in working with and assisting the federal government with the protection of other important open space in the Bay Area. In 1994, POST negotiated acquisition of the Phleger Estate in Woodside and its inclusion in the GGNRA. This provided local residents some 1,300 acres of pristine second-growth redwood forest, and the area has become a primary hiking destination in the mid-Peninsula area. I introduced the legislation which added this important parcel to the GGNRA, and I worked closely with my neighbor and colleague, Congresswoman ANNA ESHOO, who took the lead in securing the federal funding of one-half of the purchase price. In this case, POST also provided one half of the purchase price through private donations. POST also assisted the federal government with the protection and acquisition of Bair Island, an important wildlife refuge in San Francisco Bay, which is now managed by the U.S. Fish and Wildlife Service. Congresswoman ESHOO played a key role in the Bair Island acquisition.

H.R. 1953 will also authorize the National Park Service to include within its boundaries an additional 525 acres of land in the Devil's Slide section of Coastal Highway 1, which is the scenic highway that winds its way along the entire California coast. The Devil's Slide properties are also adjacent to the Rancho Corral de Tierra property. It is my understanding that the California Department of Transportation (Caltrans) will acquire these lands when it builds the Devil's Slide tunnel. This legislation includes the five properties which border the highway alignment that will be abandoned when the tunnel is completed. Since these properties will have no access once the Devil's Slide road is abandoned, Caltrans will purchase these properties from their current owners. It is my understanding that Caltrans will donate these properties to a state park agency for open space use. Caltrans will also relinquish the abandoned Highway 1 alignment to San Mateo County, which will transfer these properties to a park agency after the tunnel is completed.

I want to make something particularly clear, Mr. Speaker. It is not the intention of this legislation to give the federal government any responsibility for the acquisition of land or the construction or completion of the Devil's Slide tunnel. This legislation has nothing to do with the matter of the highway and tunnel construction. This legislation will simply make it possible for Caltrans to donate these properties to the National Park Service when the Devil's Slide tunnel is completed and when the National Park Service has determined the acquisition of these lands is appropriate.

Mr. Speaker, H.R. 1953 also includes within the GGNRA boundary the Caltrans-owned